LONG ISLAND FORUM

Western Union Electronics Research Laboratories, Watermill, L. I. Photo by Ray Lingwood, Flying With Pilot Oscar E. Pierson, Laboratories Staff. Story on page 67.

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APRIL, 1950

More on Black Squirrels

Roving Reporter in the February 1950 issue of the Forum asks information on five pure black squirrels at Hewlett. This is a melanistic color phase of the common Northern Gray Squirrel.

Melanistic individuals are common, particularly in the northern part of their range which extends from Maine south to Maryland and New Jersey. Melanism, or undue blackness, implies an excess of pigment in the fur of animals or plumage of birds.

This color phase, as a rule, is not shown in wild birds but only in caged birds. But this color phase does occur in many mammals in the wild, as muskrats, racoons, gray squirrels, red fox, woodchuck. A lack of pigment in the fur or plumage produces an albino or white specimen in wild birds and mammals of which I have seen chipmunk, deer and several species of birds. The individual may be all white or only partially white.

Le Roy Wilcox, Speonk.

Mr. Wilcox has written on nature studies for the Forum and other publications as well as for the American Museum of Natural History. Edi.

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Wild Fowl Starvation

May I express the extreme pleasure I derived from reading the article in the February Forum by Capt. Charles Suydam Jr. on "Duck Shooting of Yesteryear." I sincerely hope that he will favor us with other such articles, possibly touching on the best ways of setting out decoys, best kinds of decoys, etc.

Duck shooting is my favorite shooting and as recently as the early 1930's there were vast flocks of ducks (mostly broadbill) in Great South Bay opposite Bayport, forming what we called "rafts". Some of these flocks when lined up with known distances on the outer beach, such as Cherry Grove and Water Island, must have measured more than two miles long

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Canarsee Indian Village Sites

By John O'Halloran

IN Kings County there are a number of Indian village sites where one could find arrowheads, pottery, axes and other relics as recently as ten years ago. Before they are entirely forgotten, I offer a list of known sites with a personal observation on each. I should also like to point out that as Indian relics on Long Island are becoming scarce they should when found be marked as to location and date. Otherwise the relic is quite worthless scientifically.

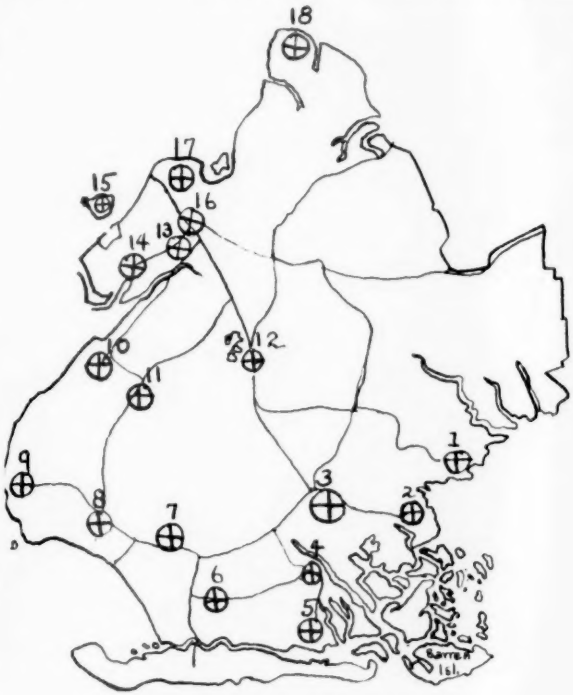
The Canarsees were of Delaware stock, peaceful in nature, and made their living by fishing, hunting, and agriculture. They lived in round bark wigwams, but also used the famous "Long House" of the Iroquois. The Long House was shaped like our modern Quonset huts, and is found only with the Canarsees, all other Long Island tribes using the bark or reed covered wigwam. Since the Canarsees obtained most of their food from the sea, they favored sheltered inlets near a fresh water supply. The southeastern sections of Kings county were therefore preferred by reason of the many inlets. There the Canarsees had their villages, and the large shellheaps from ancient feasts formerly found along the shores conclusively prove this fact.

A sub-tribe, the Mareykawicks lived at what is now the heart of Brooklyn, the Borough Hall section. The Nayacks, another subtribe lived at what is now Fort Hamilton, in the old town of New Utrecht. The site of the "Long House" of this subtribe is now marked by a plaque on a boulder just inside the gate to the Fort. A third sub-tribe, the Gowanus lived around Gowanus Bay.

In addition to having jurisdiction over all of what is now Kings County, they owned Governors, Welfare and Ward's Islands and that portion of Queens County to Jamaica. A Canarsee village site was uncovered at Aqueduct with the construction of the Belt Parkway in 1939. Their jurisdiction also covered a part of eastern Staten Island. Canarsees were living there and signed deeds, selling the tract to the white men. The Nayacks moved to Great Kills, Staten Island after selling all rights to their land to the Dutch in 1652. The Canarsees also probably owned a part of southern Manhattan Island.

1. Canarsie: Principal station of Canarsee tribe. The entire neck had extensive planting lands. The settlement was located in what is now Canarsie Beach Park near the line of Remsen Ave ue. This site has been destroyed by extensive filling in. Isolated finds nearby have been reported.

2. Bergen Beach, Winippague. Large shellheaps are to be found here in the central part of the area. At some points the ground is literally covered with broken shells. This was the seat of wampum industry of the Canarsee tribe, and the shells there today are the remains of this Indian occupation. They called Wampum "seawan" and Long Island "Seawanhacky" or "land of shells." It is about the only site left in the entire county where relics are still obtainable. I found



FIGURES MARK SITES DESCRIBED IN TEXT

two prepared conch whorls, one of which shows signs of having been cut and a broken arrowhead there in the summer of 1948.

3. Flatlands, Keskaechgueren, The council-place, capital of the Canarsees. Public meetings took place here. The Flatlands Dutch Reformed Church stands together with the graveyard on the old village site. Indian burials were found in the graveyard at times, when a grave was being dug for later white burials. Evidently the Indians buried their dead in the same place when their village was located there. No relics will be found here as all traces, save possibly a few shells have been obliberated.

4. Marine Park, Shanscomacooke. Large Indian village and burial ground. Obliterated by park development. All that remains today (1949) is a small shellheap just to the south of Avenue U on the west side of the Strome Kill.

5. Sheepshead Bay, Narrioch. Along the shores of Shellbank Creek this writer has found three small stone implements, and a stone paint pestle. The name Shellbank Creek denotes Indian remains as it was named for the shellheaps formerly along its banks. The above finds were made in 1949 but at that time the site was being plowed and may have since been erased.

6. Gravesend, Massabarkem. White settlement of Lady Deborah Moody. Two small native camps are said to have existed near here and at Coney Island Creek, but there is no trace of them today.

7. Indian Pond, Marlboro. A freshwater pond frequently seen on maps until recently. Now filled in. A planting land cultivated by the natives was located at the pond. No traces left today as the site is covered by apartments. The pond was located at Avenue P and West 11th Street.

8. New Utrecht. Native village site at junction of paths. No traces remain today. Junction at 15th Avenue and 84th Street.

9. Fort Hamilton, Nayack. Village of sub-chieftaincy of the same name. A plaque marks the site of the Long House at Fort Hamilton. Shells on a hill near this spot may or may not be of Indian origin.

10. Gowanus Bay. At 37th Street and Third Avenue there formerly were large beds of oyster shells. Village thought to have been the home of Gouwane, chief of the Gowanus sub-chieftaincy. The DeHart Bergen House formerly stood here. The site is now covered by industrial developments.

11. Sunset Park: Fifth Avenue and 41st Street. On the site of the present swimming pool in this park formerly stood a small fresh water pond known as Bennywater Pond. A small site here was destroyed with the filling of the pond and construction of the pool. Scattered shells in the northern part of the park are the only traces left of the site. An offshoot of this settlement is the site at 6th Avenue and 37th Street where relics were formerly found. This site was destroyed by the construction of the present railroad yards and cut.

12. Prospect Park. Traces of Indian occupancy occur on the southeastern fringe of the lake, variously known as the Rowboat Lake or John's Pond near Lookout Mountain in the form of scattered kitchen middens of saltwater shells. This writer has from here two prepared conch whorls, used for wampum manufacture. The lake has been enlarged from its original size and is fed from several springs which in all probability supplied the Indians with water. This station was probably little more than a campsite midway between the settlements at Flatlands and downtown Brooklyn. A trail connecting these settlements ran near the

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Christmas Storm of 1811

By Dr. Clarence A. Wood

THE CHRISTMAS Storm of 1811 brought calamity to many Long Island homes. The weather during the preceding fall and the early winter of that year was remarkably mild, with no snow previous to the storm. Up to midnight of Christmas Eve the sky was starlit. Soon after that hour, the wind changed, clouds began to gather and a blinding snowstorm arose.

In those days mail was carried throughout the Island on horseback. Hazard Moore, who kept the ancient tavern at the corner of Tucker's Lane and the main road, was postmaster at Southold village. He had the contract for carrying the mail from the North Fork to Jamaica. From there it was taken on to New York by the carrier from the South Side.

Samuel Smith Vail had a store next east of the Southold tavern. The day before Christmas he started for the city to buy goods. Moore told him if he would carry the mail for him that trip he would pay all his expenses to the city and back. Christmas Eve Vail put up at Huntington for the night.

The next morning the town was blockaded with snow and a cutting storm it was. Vail, however, decided to go on although the road was strange to him. Over fences and snow banks and through fields, he plodded, inquiring his way as he went. Along the road he was often asked to come in and "take a little something." With difficulty he delivered at Jamaica the only mail from Long Island during the storm.

The mail carrier on the South Side was a lad of fifteen summers only. He was up about midnight of Christmas Eve and found things being blown every which way. The snow was falling in sheets and the weather was stinging cold. When he got up in the morning, the storm was raging and the snow was piled up in some places "house high." Cattle and sheep on that side of the Island perished and fowl were frozen on the trees where they had gone to roost.

At Southold a flock of sheep was completely snowed under during the storm. After it subsided, their owner went out to hunt for them, expecting to find them smothered with the great amount of snow that covered them. The warmth of their bodies and their breath had, however, pierced small holes in the snow and they had been enabled to get air sufficient to keep them alive. They had gnawed the grass down to the roots.

That night two sloops from the East End were wrecked on Smithtown Beach and all on board were lost except two men. Toward Christmas a number of Southold farmers started in the Resolute, William Wells captain, to market their flaxseed crop in New York. The captain, crew, passengers and cargo were all lost, Captain Wells, James Mapes, Gilbert Goldsmith and Samuel Payne of Cutchogue, Samuel Davids of Peconic and Jonas Wells and Cyrus, a colored man, both of Southampton.

Samuel Payne and Samuel Davids were merchants and went on the flaxseed trip to purchase goods. The Payne store stood near where Barnabas Payne long afterwards lived at Cutchogue. Davids' store was in the house later occupied by his daughters Mary and Abbie Davids. The body of Davids was the only one ever located; it was found in the woods near Smithtown, it being identified by a pocket knife containing his initials.

The other sloop was the Traveler, an East Hampton vessel. She was loaded with wood. During the storm shifting cargo stove in the cabin and all hands were obliged to go on deck. Two only of the six on board were saved. They

Sketched for the Forum by Bob Wolpert

were Abram Payne and a clothier by the name of Baker.

A young man from the Hudson River valley was on board with his sister. She had been to East Hampton for her health. It was found that the young lady was freezing to death before any attempt was made to go on shore. It was evident that all would soon freeze if they remained on the vessel. So Baker attached a rope to his body and jumped into the water, intending to be drawn on the vessel again if he could not reach shore.

The water was found to be only waist high. The others followed, except the young man and his sister. The latter, being already numb, was unable to go. Her brother refused to leave her. The others started in search of a house. One of the number, a colored man, soon gave out and sank in the snow frozen to death. At last a straw stack was found and David Conklin, the captain, said he could go no further.

The survivors plodded their way to a house and aroused the inmates. All then returned for the others. Captain Conklin was found and taken to the house. He spoke but a single word after reaching it, and then died. The brother and sister perished in each other's arms.

Another vessel, the sloop Fox, under command of Captain Jennings, the father of D. A. Jennings of East Hampton, went through Plum Gut between Orient Point and Plum Island about the same time. The sloop and those on board were saved by going across the Sound to New London and putting up at that port.

Canarsee Indian Village Sites

Continued from page 64

campsite. It was an ideal location for hunting since game abounded in the wooded hills there. Even today rabbits, squirrels, wild ducks and many varieties of smaller birds live in the wooded sanctuary of Prospect Park.

13. Werpos: Baltic and Hoyt Streets. Village and large burial ground nearby. A large cornfield known in 1642 as Sassian's maize-field, was cultivated by the Indians until 1645, when it was sold to Frederick Lubbertsen, an early settler. The maizeland was located on the east side of Court Street between Atlantic Avenue and Baltic Street. All traces of this site have been destroyed under modern developments. Some remnants of shellheaps were observed early in 1948 with the construction of a housing development.

14. Red Hook. A small settlement existed at what is now Henry Street and 3rd Street. A cornfield or maizeland lay between Henry and Court Streets and was bounded by First and Fourth Streets. Now entirely obliterated by modern developments.

15. Pagganck: Governor's or Nutten Island. Owned by Indians of the Marechkawick sub-chieftaincy who had a settlement there. Remains of shellheaps are said to have been seen in construction work on the northern part of the island. This island in Indian times was only about one third of its present size, the flat southern two-thirds having been built up with fill rather recently.

16. Marechkawick. Seat of the Marechkawick sub-chieftaincy situated at or near Fulton

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Research at Watermill

Editor's Note

The following story is from the January 1950 number of the Western Union Technical Review. It is reprinted by permission of The Western Union Telegraph Company's Vice President H. P. Corwith, a native son of Water Mill in Southampton Town.

AT WATER MILL, Long Island, 90 miles east of New York City, are located the Western Union Telegraph Company's Electronics Research Laboratories where for over 25 years the Company has kept abreast of communications progress in the fields of radio and electronics.

Radio tests first were made at the old Western Union ship reporting tower in New Jersey at the entrance to New York harbor. When experiments showed that better results could be had in the rolling country of eastern Long Island, the test equipment was moved to a small frame building at Water Mill near Southampton. In 1925 the first new laboratory building was erected and equipped and the radio research group was expanded.

The buildings are in a wooded section comprising 22 acres adjacent to a small lake whose waters, in bygone years, turned the mill stones that gave Water Mill its name. The site was selected for the Telegraph Company's radio research after many tests to assure a location at which radio signal levels are relatively high and radio interference noise levels are comparatively low. To prevent any interference from reaching the laboratories by way of telegraph, telephone or power lines, all such lines are brought to the property in underground cables.

First Building and Radio Towers

The laboratories are fully equipped not only with radio devices but also with many delicate scientific instruments such as those for microwave measurements. A complete vacuum tube laboratory has every facility including glass working machines for making models of these essential electronic units. A high precision model shop meets exacting requirements in fabrication of plastics as well as in both the usual and the unusual details of metal working. Here are made many of the first design models of new Western Union apparatus including devices such as those for handling telegrams over facsimile and radio beam circuits.

Edward C. Homer

At Water Mill, as elsewhere on Long Island, September 21, 1938 and the days immediately following were eventful ones. A hurricane with torrential rain driven before winds ranging from 100 to 150 miles per hour burst in windows and twisted radio antenna towers into webs of scrap iron. Immediately the laboratory staff went into action to help restore telegraph service, with the Company's mobile emergency wireless sets and by every other means. Engineers helped to string and test wires, to operate telegraph instruments and to deliver messages.

Over the years since 1925, these laboratories have made major contributions to science and the telecommunications art, from the design of gear for locating and repairing deep-sea cables to the invention of a new source of light. Development of the latter was a by-product of research on the use of beamed light waves in communication.

Although dedicated to peacetime progress in communications and the study of "wireless telegraphy", this research organization was among the first to be devoted almost exclusively to the war effort. Among numerous secret war undertakings, two of major importance were the development and production of special devices for training Navy fighter pilots for night combat and the development and fabrication of the Concentrated-Arc Lamp.

These secluded scientific laboratories, which have now reverted to peacetime pursuits, are playing an important part in Western Union's postwar mechanization program.

From their founding until 1943, the Water Mill Laboratories were under the direction of Mr. H. P. Corwith, recently appointed Vice President in Charge of Development and Research. Mr. E. C. Homer, Electronics Research Engineer, now heads the Water Mill organization.

We have read all Dr. Wood's contributions to the Forum with the greatest of enjoyment. "The End of a Tongue" is on a subject which should be brought to light more often.

Mrs. Andrus I. Valentine,
Cold Spring Harbor.

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Forum

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and sounded like thunder when they arose.

I believe one of the greatest factors in the reduction of rail and black duck has been failure to coordinate mosquito elimination work with the propogation and conservation of game. It is ridiculous to say that as the oil used is non-toxic it does not deprive wild birds and other game of their only supply of drinkable water, in ponds and streams.

May I suggest that any duck-hunter will be well advised to take to heart the point Capt. Suydam stresses about the old-timers shooting only at those ducks which they were reasonably sure of killing. It is good sportsmanship to fire only within the distance that at least three and preferably five pellets will strike the duck. Such distance can be marked off with a decoy or pole after testing the gun's pattern on an oil-paper tracing of a plucked duck.

Paul Kelley, Bayport.

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Mrs. Currie-Bell's story in the March Forum on "Southold's Custer Institute" must have opened the eyes of many readers. With this institution, its several museums, its well preserved old houses and its archaeological chapter, Southold town is indeed a rural seat of culture.

Hamilton Mayhew,
Far Rockaway.

Other Old Industries

February Forum received with much pleasure as usual. Under the heading "Sag Harbor's Early Industries," I regret that my father and his industry were not mentioned. His was to manufacture the many items used in boat and ship construction, such as anchors, chains, gaffs, etc., including harpoons. Also long after most of the other industries had disappeared he continued to manufacture eel spears, clam rakes, shark hooks and other items which he shipped to many places.

Also omitted from Mr. Dowling's letter was any mention of the nut works and the pottery of those days.

H. N. Fordham,
602 East 5th St.,
Santa Ana, California

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Island's Big Boulders

The great boulders lying here and there throughout the length of Long Island are chiefly interesting to geologists as supporting the theory that the island was created

Continued on page 70

Reminders

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The Dreaded Colonel Birch

By Kate W. Strong

AGAIN I WANDER among old documents. The first item of interest that I pick up is about hats.

"Court of Sessions, held at Jamaica for the North-riding, April 2d, 1667. Cause tried between Thomas Ochel plaintiv, and John Bale, defendant. George Cummings, Witness heard John Bales wife tell her husband that he and Ochel made exchange about two hats, and that he was to give ten shillings to boot, if her husband was willing, and at the hearing of it grumbled, but could not tell what he said but she said she hoped her husband had more wit than that. The court has seriously considered the business of the two hats and seeing that John Bale wore the hat and did not return Thomas Ochels hat again; Ordered that John Bale pay Thomas Ochel ten shillings for the hat, and what he owes him besides and costs."

People of Long Island had a pretty tough time during the Revolutionary War. Soldiers from both sides often forgot common decencies in war time.

From Onderdonk's Antiquities of the Parish Churches of Hempstead, Oyster Bay and Suffolk County, I quote the following:

"1779 Judge Jones says that Colonel Birch sent a party to Secatogue twenty miles east of Hempstead, to pull down a Quaker meeting house and bring away the materials for his own use. On their return they also took out all the sash windows of a house of Thomas Jones at Fort Neck. Every Sunday when Judge Jones went to church he had the mortification of seeing the windows of his house fixed in a barn which Birch had converted into a barrack.

"The same year Birch had the Presbyterian meeting house at Fosters Meadow pulled down, the materials brought away and converted to his own use. This sacred edifice had been built by the villagers. Every inhabitant was remarkably loyal." The excuse Birch made was that a minister who had sometimes preached there was a rebel.

Birch next cast his eyes on a "genteel snug house with a neat farm adjoining", that had been bought by a soldier (Samuel Pintard) who had been wounded at Minden in 1775. Wanting to have some peace in life he had moved his furniture to The Episcopal minister's house (the Rev. Mr. Cutting was a cousin of his) and locked up his house and sailed for Madeira.

Birch promptly crawled in the window and took possession. Next he went to Mr. Cutting and borrowed the furniture until he could bring out his own from New York which he never did. Mr. Cutting knew it would not be safe to refuse him.

Next Birch found that Mr. Hewlit, five miles away, had gotten a fine lot of shingles for a house he was building. Just the thing for me, decided Col. Birch.

It seems that Pintard's "genteel snug house" needed a wash-house. In the village was a small jail which he thought would do nicely. Justice Clowes objected, but Birch sent his troops to move it and thus he had his wash-house. It is said that Birch's soldiers let nothing escape them. In six weeks after their coming here there was not a lamb, nor a calf, a duck or a goose, a turkey, a pig or a cow, to be seen in the town, nor a potato, a turnip or a cabbage in the fields.

I am sorry to leave you with such a picture of destruction, but my time is up and I can wander no more today.

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Forum

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by glacial action. They are also interesting to photographers and artists and likewise to others who look upon them as a wonder of nature.

Still, I have never heard of anyone making a survey of these scattered boulders to determine which one is the largest. From measuring a number of those that I thought might qualify for such an honor I have come to the conclusion that the largest of all the boulders on the island is the one on Shelter Rock road, Manhasset. Its measurements are, in feet, 54 x 40 x 16, which figures out to 25,560 cubic feet.

Some others which I have measured are as follows:

Southwest of Rocky Point one-half mile: 25 x 25 x 30, making 18,750 cubic feet.

South of Crane Neck Point one-quarter mile: Diameter 30 feet, making 14,000 cubic feet.

Jennings Point, Shelter Island, 9,000 cubic feet.

West of Jacob Point one-quarter mile: 38 x 20 x 11, or 8,360 cubic feet.

Perhaps readers of the Forum would send in the location and size of other boulders on the island whose dimensions approximate 8,000 cubic feet or more.

Maynard Nichols, Jr.,
Babylon.

* * *

Four Captains Burke, Brothers

The articles on Ezra L'Hommedieu by Dr. Wood was wonderfully written up. Mrs. Patia Havens L'Hommedieu, her husband William Alexander L'Hommedieu and I were very much interested in the genealogy of the families of Benjamin L'Hommedieu, the Huguenot, from whom we are descended.

Also wish to thank Miss Strong and the Forum for such a fine story on Port Jefferson's past in the December Forum. When I saw the picture of the schooner at Saint's Orchard it brought back pleasant memories of my school days. My father, Captain John Burke, had his own boat, the Ella Jayne, and his brother, Robert Emmett Burke had six schooners. Another brother, Captain Edward Burke, sailed for a company and still another brother, Captain Herman Burke, sailed to Brazil and other South American points.

There were other boats in that harbor that employed many local

Continued on next page

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Forum

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men and kept the three shipyards busy.

Ursula A. Burke, R. N.,
11 Tremont Avenue,
Milford, Ct.

* * *

In moving we had to leave behind or throw away much that had accumulated in nine years—but not our back numbers of the Forum! All the family enjoyed reading it.

Richard T. Gilmartin, Montauk.

Suffolk County's former Commissioner of Public Welfare is no mean authority on East Hampton town history. —Editor.

* * *

Some Smith Quakers

Dr. Wood's article in the Long Island Forum on the birthplace of John Howard Payne and his recent article about Ezra L'Hommedieu of Southold (who might be called a son-in-law of Brookhaven because of his marriage to Charity Floyd of Mastic) are masterpieces of research and present facts in simple, excellent English.

I have also read with unusual interest his excellent article, "The End of a Tongue" in the February issue of the Forum and it has revealed some little known facts relating to the Quakers on Long Island. I regret, however, that he failed to mention Arthur Smith, one of the most pronounced Quakers to live in Southold and whose religious views were the cause of his leaving there and settling at Setauket, the mother settlement of the Town of Brookhaven. It appears that Brookhaven was always a few degrees less Puritan and much more tolerant than Southold.

The trial of Arthur Smith on charge of being a Quaker, is given in the New Haven Colonial Records, Vol. II, pages 269 and 291, where it states he was tried in May 1659 and, after being whipped, was ordered to report back to the October term of the court, provided he be not removed from its jurisdiction which, of course, included Southold but did not include Cromwell Bay, Setalcott or Ashford as Brookhaven was first known. Smith must have removed to Setauket soon after his trial for in Vol. I of the Brookhaven records, printed edition of 1924 (which contains all of Books I and II, 1657-1679) on page 126, it reads:

"At a town meeting held the first decem 1659 —— It is

Continued on next page

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Forum

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agreed by vote that Aurther Smith shall have a lot in the town Pvided it may not hinder Iohn Chachums [=Ketcham] coming hither"

Evidently Ketcham was not hindered for, from that date, the name of Arthur Smith appears frequently as a Brookhaven townsman.

The year 1659, when Smith got into trouble on account of his strange doctrines, was the year that Brookhaven applied to be admitted to Connecticut (Hartford) and he probably knew of this and that if he removed to Setauket, he would be free to hold his beliefs without being penalized by New Haven.

Things moved slowly in those days and it was not until 16 May 1661, that the General Court of Hartford accepted the "Towne of Setaucke on Logg Island" on the same terms as Southampton (Brookhaven Records, Vol. 1, p. 146). Then another year went by and it was not until 1 August 1662, that Connecticut "orders" (probably meaning laws) were sent over by Master John Allyn, its secretary, and were read in one of the then frequent town meetings, "and no man opposed the same in publick but arter smith." (ibid. p. 78). Thus it would seem that he still persisted in being a "conscientious objector" to all man-made laws which the more fanatical of the Quakers held to be the work of the devil. I can not help but think that this idea of theirs undoubtedly was one of the reasons for the severe punishment meted out to them, and it is surprising that Brookhaven, being as strict as it was in admitting newcomers, should have admitted Arthur Smith from Southold and Richard ("Bull") Smith from Southampton. With the frequent

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Island's Part in World Aviation

PART VII

PRESTON R. BASSETT

President, Nassau County Historical Society

In looking back over the year 1927, of the six attempts to fly across the Atlantic, Lindbergh was the only one who reached his announced destination. All of the later attempts only enhanced his prestige as the premier flyer.

Long range flights, however, were no longer unusual, but Long Island continued to be the springboard from which many long flights started, both over the continent and over the ocean. Occasional records were bettered, but for a few years nothing sensational occurred. Aviation was slowly assimilating what had been learned from these great flights into standard designs which could be used for commercial flying.

One of the most serious problems that the long-distance flying and the scheduled airmail had brought up was the difficulty of blind flying. No longer was fair-weather sufficient. Further advance in aviation must wait on the improvement of blind-flying techniques.

Here Long Island stepped into a new role; Almost without outside help it undertook the problem. Harry F. Guggenheim of Sands Point, Long Island, seeing the need, endowed a project for the study of blind flying and blind landing. The place selected for the work was Mitchel Field and the man assigned to carry on the flight experiments was Lieut. James C. Doolittle. New instruments had to be developed. Doolittle did not have to go far. There

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and close communication between the first five towns (soon to form the East Riding of Yorkshire) the records of these two men must have been known in Brookhaven before they were taken in as townsmen.

Robert Smith, who also came from Southold to Brookhaven, is thought by some genealogists to have been a brother of Arthur. He appears to have died without surviving issue, but Arthur left a widow, Martha, and several sons who became the progenitors of the "Arthur Smiths" of Coram, Setauket, Stony Brook, Old Field and other villages and towns in Suffolk County. Some of these Smiths married into the "Bull" and "Tangier" Smith families and it would be a difficult problem for any genealogist to identify some of the lines. Daniel Smith of Setauket, a grandson or possibly great-grandson of Arthur, the Quaker, held the Brookhaven Town clerkship from May 1737 to May 1775—one of the longest periods in the Town's history.

Continued on next page

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Island's Part in World Aviation

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was the Sperry Gyroscope Company in Brooklyn, the first company in this country to make airplane instruments. There was the Pioneer Instrument Company of Brooklyn, founded in 1919 by three young engineers who had first worked with Sperry and who later successfully built up the largest airplane instrument business in the country. And there was Paul Kollsman, a fine instrument builder who was just starting a small company in Elmhurst, Long Island, and who knew how to build a more sensitive altimeter than anyone else. Doolittle worked with all three and by the summer of 1929 he had a small plane equipped with some instruments which the world had never seen before, and a hood which he could draw over the cockpit so that he could not see outside the plane. Among the instruments on the board, all of which were made on Long Island, were three new ones: a sensitive altimeter made by Kollsman, a gyro-horizon and a directional gyro made by Sperry. There were also the gyro turn indicator, air speed indicator, rate of climb indicator, and aperiodic magnetic compass made by Pioneer. With this set of flight instruments and a radio direction finder, Doolittle was ready to make a new kind of pioneering flight.

On September 24, 1929, with only a small audience of inter-

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His sons, Elijah and Amos, followed him for much shorter terms. As they and all the other early descendants were identified with the old town church (later Presbyterian) and some still later with Caroline Episcopal church, it is doubtful if Arthur's children were Quakers, with the possible exception of Benjamin whose son, John of Stony Brook, married a Quaker girl and was closely associated with the Willet, Powell and Udall Quaker families.

Osborn Shaw,
Brookhaven Town Historian,
Patchogue

✣ ✣ ✣

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✣ ✣ ✣

Likes Wood Stories

May I take occasion to express the great pleasure I derive from the Forum and the eagerness with which I look forward to its arrival.

Of the many interesting and informative articles in The Forum each month probably none are more enjoyable, (for me, at least), than those of Dr. Clarence A. Wood, whose aptitude for descriptions which are both succinct and interesting has been repeatedly displayed in a varied series of articles, genealogical, biographical, historical and colloquial, the L'Hommedieu article, the article on "Lady Suffolk", (October, 1949), and the article in the February 1950 issue

Continued on back cover

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Canarsee Indian Village Sites

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and Hoyt Streets. The name applied to the areas in its vicinity including the cornfields described under Number 15 of this article. Werpos was an offshoot of this larger village and both used the same planting lands and burial ground. This site now lies under modern developments.

17. Rinnegaconck: Bridge Street, between Front and York Streets. Village site found in 1826. Arrowheads, ashes, shells and carbonized material were found, as well as clay trade-pipes indicating contact with the early settlers. This site has now been covered over by modern developments. Under the Brooklyn Bridge nearby a copper amulet or breastplate was found. It is of native manufacture and is probably one of the rarest pieces found on western Long Island. The only other place where copper ornaments were found in any abundance is at the Hewlett site in Nassau County. It is now in the Museum of the American Indian, New York City. From the spot Long Island tribesmen rowed to Manhattan Island.

18. Greenpoint Kitchen Middens or small shellheaps were found in northern Greenpoint along the Newtown Creek. Swamps covered the immediate vicinity and dense woods stood between this site and others in the downtown Brooklyn area. No trails are known to have extended northward to Greenpoint. On the basis of these facts the most logical explanation as to the origin of the site would seem to point towards the Rockaway tribe. They had nearby a large settlement at Maspeth in Queens County. It is therefore reasonable to assume they would row across the creek to set up a fishing station at this location. The site is now covered by fill and modern developments.

Barren Island or Equendito, was a refuge for Canarsee survivors of a Mohawk raid which practically wiped out the tribe. This island is now largely covered by Floyd Bennett Field.

No settlements of a permanent nature are believed to have existed in New Lots although it is possible that small fishing stations existed on the inlets there.

A village with burials was uncovered at Aqueduct in Queens County in 1939. Another Canarsee village was located at South Woodhaven in Queens County.

INDIAN TRAILS

The lines connecting the villages on the map show the original Indian trails. Many of these have become streets in modern Kings County.

One of these trails ran from the East river under the Brooklyn Bridge along present Fulton street to Flatbush Avenue, thence slightly to the east to a point where the Brooklyn Public Library at Grand Army Plaza now stands. It then went through Battle Pass of Revolutionary War fame, in Prospect Park. From there it emerged on Flatbush Avenue and followed this route to Flatlands where the head village of the Canarsees was located. Here it intersected the King's Highway.

This highway was an old Indian trail running from Fort Hamilton to New Utrecht and then on present Kings Highway to Reid Avenue and Bainbridge Street where it intersected a trail running eastward to Jamaica Avenue and then still eastward to Jamaica along that avenue.

From Flatlands a trail ran to Bergen Beach. From a point at or near Cortelyou Road and Flatbush Avenue a trail ran directly eastward along Canarsie Lane, (between Beverly Road and Clarendon Road) to King's Highway, then southeasterly to Canarsie.

Side trails branched off the Kings Highway trail to connect with the settlement at Strom Kill or Gerritsen's Millpond at East 25th Street, Coney Island, at Gravesend Avenue, and at 15th Avenue to connect with a small fishing station on Gravesend Bay at 16th Avenue. Gravesend Neck Road is an old Indian trail.

A small sidetrail ran from Fulton Street, along Prospect Street to the station at Sand Hill on York Street. Another sidetrail ran along Red Hook Lane to the settlements on Red Hook, and a third sidetrail started at Fifth Avenue and Atlantic Avenue. This ran to Eighth Street where it turned southward and along Third Avenue to the Gowanus station at 37th Street and 3rd Avenue. Thence it turned eastward to the Sunset Park station, through Greenwood Cemetery to Prospect Park West near Bartel Pritchard Square. From here it ran along a small footpath in Prospect Park still called Indian Walk to connect again with the main trail at Battle Pass.

A trail ran from Fifth Avenue and Atlantic Avenue along the latter to a connection with the trail at Reid Avenue at Bainbridge Street. At Rogers Avenue a trail followed the route of the old Cripplebush Road to Flushing Avenue to Maspeth. A branch trail ran from Sunset Park South to New Utrecht.

In this paper I have tried to present as briefly as possible the story of the Canarsee Indians of King's County. If it helps create an interest in the subject it will have served its purpose.

References

Indian Paths in the Great Metropolis—Bolton.

New York in Indian Possession—Bolton.

Indian Names of Places in Brooklyn—Tooker.

Indians of Manhattan Island & Vicinity—Skinner.

Indians in the Township of North Hempstead—Mann.

Island's Part in World Aviation

Continued from Page 74

ested engineers, Doolittle climbed in his plane, drew the hood over the cockpit and took off on the first all-blind flight in history. He climbed steadily out of Mitchel Field, made a wide turn and flew down wind several miles; then he turned toward the field and carefully let down in a long slanting approach, using only his radio direction finder and his flight instruments. It was a long minute both for him and the observers as he cautiously felt for the ground as the plane soared over the field at only a few feet elevation. Finally, the wheels touched and he rolled to a stop. A new chapter in aviation had been started. Within a year the new blind-flying instruments were being installed in all airmail planes and scheduled flying greatly improved its reliability and safety. During the next ten years these three Long Island instrument companies, by supplying over ninety per cent of all the instruments used in America, were a large contributing factor in building up the great air transport systems of the country.

The availability of blind-flying instruments soon brought a second wave of spectacular long-distance flights. It started with a white Lockheed airplane named the *Winnie Mae* in June, 1931. Wiley Post, a sturdy pilot from Oklahoma, and Harold Gatty, an

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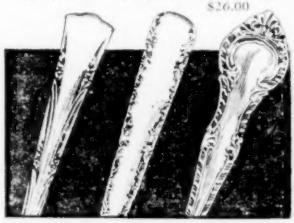

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Americana, History and Horseflesh . . . New York Show of W. R. Leigh's Paintings

Indelibly inscribed on the minds of all interested in art, Americana or horseflesh are the names of Remington, Russell and Leigh. The latest welcome news coming to this public is a circuit of exhibits featuring a variety of paintings by W. R. Leigh that will tour the United States from coast to coast.

Now Leigh's spectacular pictures will be displayed in an exhibition of "Paintings of the Old West," for the benefit of the New York Woman's Bible Society, at the Near East Foundation, 54 East 64th Street, New York City, for two weeks opening with a preview April 10, 1950.

Besides the more or less permanent exhibitions on display at Grand Central Art Galleries, New York, Gump's Galleries in San Francisco and Frank Phillips' Woolaroc Museum in Oklahoma, the 1950 schedule has already included an exhibit given through March in the Washington County Museum of Fine Arts at Hagerstown, Maryland, and the highly successful show held at the Maryland Institute, Baltimore. There, Leigh as a lad of 14 from Martinsburgh, West Virginia, obtained his first instruction.

Vital to American history are such canvases as his "The Buffalo Drive," "The Buffalo Hunt," "Land of the Navahos" and "Open Season on Bighorn." Leigh's cloud studies and others made in Africa during his two trips there for the American Museum of Natural History are also to be on view in his New York show.

Descended from the first settlers of Virginia and with the blood of Pocahontas also in his veins, the artist was stirred in his childhood by accounts of Custer's last stand; and a buffalo robe—his prized possession—inspired him even then with the overwhelming passion to depict those phases of American life in which Indian, buffalo and cowboy were then playing vital parts.

Study abroad, years of travel and life in the West have culminated in the realization of Leigh's early dreams and ambitions with the result that he is today considered the most outstanding painter of American Westerns.

Van Brunt Data Wanted

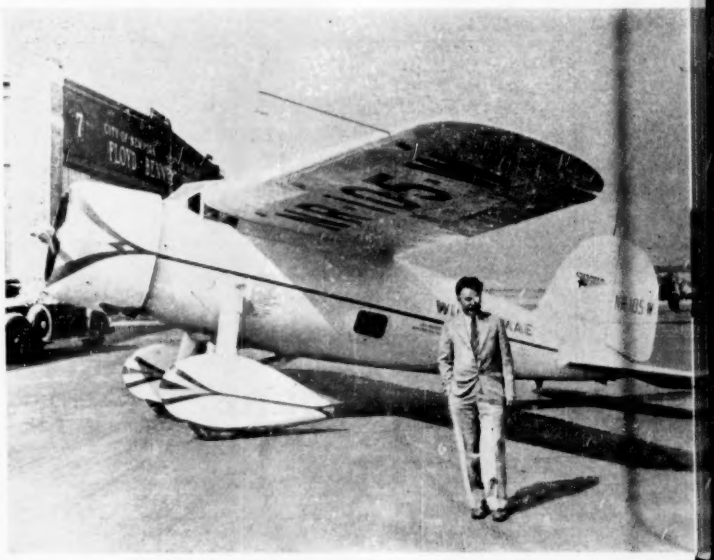
I should be interested to hear from any of the descendants of Isaac and Anatie Van Voorhees Van Brunt, both born in 1741 and probably married in 1760. Among their children were Isaac, Albert, Catharine, Anne and Roelef, born between 1761 and 1777.

(Miss) E. M. Howell,
738 St. Mark's Avenue,
Brooklyn.

Goodbye, Sand Dune

You may be interested in knowing that the site of the proposed new parking field at Jones Beach is right on the spot where I have "My Sand Dune" — that's tragic! The field is now staked out and is on the ocean side of the Ocean Parkway between the West Overlook and the Meadow Brook Parkway. I am sorry to see this piece of old, natural, native beach disappear.

Julian D. Smith,
Wantagh



Wiley Post and the "Winnie Mae" at Floyd Bennett Field just before his solo trip around the world, 1933

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Island's Part in World Aviation

Continued on Page 76

experienced navigator from Australia, equipped their plane with all of the new blind-flying instruments. Their plan was to fly around the world. At 5 A. M. on the morning of June 23rd they took off from Roosevelt Field for Harbor Grace, their first stop. For the next week the newspapers traced their progress across Europe, Russia, Siberia, Alaska and back to Roosevelt Field, where they landed at 8.47 P. M. on July 1st. They had been away from the home field only 8 days, 15 hours, 51 minutes and had traveled 15,128 miles. It was a splendid record and many believed it would hold for some years.

Before the end of July two more flights were ready to take off from Long Island. This time, however, preparations were being carried on at a brand new airport on the edge of Jamaica Bay, Floyd Bennett Field, which had just been dedicated.

To be continued

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Forum

Continued From Page 74

on the Quakers in eastern Long Island in the 1680's, all displaying Dr. Wood's happy facility for handling varied topics.

Margaret Tucker Fitzpatrick,
Bayport.

* * *

L. I. Quakers at Chappaqua

Carolyn Fritz who sent you the letter entitled "Long Island Quakers Pioneered" in the February Forum, evidently misunderstood my article, "The Historian's Notebook" in the New Castle Tribune. New Castle, North Castle or North White Plains were never a part of Scarsdale Manor.

Recently I made a copy of burials in the Quaker Graveyard here and was surprised at the great number of Long Island names. In one or two cases bodies were brought from Long Island for burial here.

Later I will try to send you the story of some of these Quakers—many who still have descendants living here.

Mabel C. Tompkins,
Chappaqua, N. Y.

* * *

Carll Data Wanted

I am interested in obtaining some information relative to the Carll family of Long Island, namely the death date of Lemuel Carll, born Dec. 29, 1797, baptized March 24, 1798. He was the son of Lemuel and Jemina Bailey Carll.

Would also like birth and death dates of Elizabeth Layton (or Laton), married Jan. 29, 1825 to the above mentioned Lemuel Carll.

Also proof of the parentage of Ann Elizabeth Carll, born August 15, 1827, married to Richard Tatterson in 1846. She was the daughter of Lemuel and Eliza Layton.

A. G. Cooper,
95 Maiden Lane,
New York.

* * *

Am enjoying the Forum very much, and after reading am passing them on to an invalid friend. Mrs. C. S. Van Brunt, East Norwich.

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